

THE 321ST INFANTRY

cars (about half the size of the American box car), which bore unmistakable signs, which were equally distinguishable by sight and smell, of a recent cargo of cows. When the last man had crawled in the big side door, we realized that the soldier capacity of these cars had been based on standing room. Since we had been classed with horses and cows, we took it for granted that we were expected to stand in our sleep as they were required to do. But since there was no straw and fresh evidence of a recent use by cows, no one cared for room to lie down. The best way to enjoy cattle car rides is to occupy the smallest space possible and keep access to plenty of fresh air. This can best be done by sitting in the side door of the car with the feet dangling out. The first feeling we had when we got on these cars was one of disgust and resentment, but before that had time for expression, it was subdued by that finer spirit of the American soldier, which turned this two days' ride in cattle cars into an interesting excursion. To the war-stricken French we appeared more like gay excursionists than troops en route to a battlefield.

Tonnerre and its vicinity had been selected for the first overseas training area of the 81st Division. Headquarters was to be at Tonnerre. Headquarters of the 321st was to be at Flogny, and the regiment was supposed to detrain there. But through some misunderstanding the engi-